

Patent Claims

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- A device (5) of a rail vehicle having
- a computing unit (10) which determines, in the rail vehicle,
 - the distance between the rail vehicle and the respectively provided, next stopping point using a measured location measuring value (S) specifying the location of the rail vehicle and predefined, stored route data,
 - determines the remaining travel time up to the next stopping point using a measured time measuring value (t) which specifies the respective time and a predefined stored timetable, and
 - determines a deactivation time in the rail vehicle taking account of the distance determined, the remaining travel time determined, a speed measured value (V) specifying the speed of the rail vehicle and predefined coasting data (AD) which describe the coasting behavior of the rail vehicle when the drive is deactivated, starting from which deactivation time the rail vehicle promptly reaches in a non-driven fashion the next stopping point respectively provided according to the timetable, while keeping to the timetable, and
 - an output device (30) which is connected to the computing unit (10), is actuated thereby and generates a deactivation signal which specifies the deactivation time, characterized in that
 - the device (5) has a data input (E5) at which a timetable modification variable (Δt) can be input into the device (5), and
 - the computing unit (10) is configured in such a way that, if a timetable modification variable (Δt) is input,

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- it forms, with the predefined, stored timetable and the timetable modification variable (Δt) which is input, a modified timetable and
- determines the remaining travel time and the deactivation time taking into account this modified timetable instead of the stored timetable,
 - the computing unit (10) being configured in such a way that it forms the modified timetable by adding the timetable modification variable (Δt) to each predefined time information item of the stored timetable
2. The device as claimed in claim 1, characterized in that the computing unit (10) is configured in such a way that it determines the deactivation time while additionally taking into account a predefined braking profile and a predefined minimum speed, in the event of the downward transgression of which the rail vehicle is braked, in the phase of the non-driven travel toward the next stopping point, in accordance with the predefined braking profile.